

A photograph of a snowy city street at night. The street is covered in snow with footprints. On the left, there are trees decorated with white lights. A person in a dark coat is walking on the left. On the right, there are tall buildings. The overall scene is illuminated by streetlights and building lights.

# APPENDIX A ONLINE SURVEY

## Process

The project team developed an online survey to gauge the public's priorities related to investments in pedestrian facilities. The online survey for the Saint Paul Pedestrian Plan was promoted via the existing Saint Paul Govdelivery e-mail service and the city's Facebook page. Targeted Facebook ads and boosted Facebook posts helped the city to reach more people. The Facebook ad reached over 9,000 people and generated 57 link clicks and five shares. The boosted Facebook post reached nearly 22,000 people and generated 928 link clicks as well as 113 shares. The survey launched in March 2018 and closed in April 2018.

## Respondents

In total 2,870 people answered at least one question on the survey. 86% completed every question.

The following compares the demographics of survey respondents with those of Saint Paul residents:

- The majority of those who reported their primary mode of transportation use a car as their primary mode (69 percent). Twelve percent walk or use a wheelchair as their primary mode of transportation, 14 percent use transit and five percent bicycle.
- Young adults aged 15 to 24 were underrepresented (6 percent of survey respondents vs. 23 percent of Saint Paul residents). People aged 25 to 44 were overrepresented (57 percent of survey respondents vs. 37 percent of Saint Paul residents).
- People identifying as white were overrepresented (82 percent of survey respondents vs. 59 percent of Saint Paul residents).
- People who report having a disability were proportionally represented (13 percent of survey respondents vs. 12 percent of Saint Paul residents).
- People with incomes under \$20,000 were underrepresented (six percent of survey respondents vs. 20 percent of Saint Paul residents).
- Women were overrepresented (70 percent of survey respondents vs. 51 percent of Saint Paul residents)

## Survey Questions

The following questions were included in the online survey:

1) Below are the top five reasons people have told us walking is important. Which answer best describes why walking is important to you?

- To improve my health or get exercise
- To enjoy the outdoors/get fresh air
- To see people or places in my neighborhood
- To connect to people or places in my neighborhood
- To get to daily destinations like work, school, grocery store, bus stop, etc.
- Other:

2) Choose the TOP THREE locations where it is most important to you to improve walking.

- Neighborhoods whose residents rely on walking the most
- Neighborhoods whose residents have the greatest health risks
- Areas of the city that lack sidewalks
- Areas where the most people live or work
- Streets connecting children to schools
- Streets connecting people to bus or light rail stops
- Along and across busy streets (e.g. four-lane roads)
- Streets connecting people to parks, libraries, universities and places of worship
- Streets connecting people to grocery stores, convenience stores and farmer's markets
- Streets connecting people to local businesses

3) Choose the TOP THREE things that would make walking safer and easier for you.

- Adding sidewalks to streets without sidewalks
- Repairing cracks and surfaces on existing sidewalks
- Improving snow and ice removal on sidewalks
- Improving ways to cross busy streets (e.g. four-lane roads)
- Addressing barriers for people with mobility impairments
- Adding street lighting to make people more visible at night
- Educating people about safe walking and driving behaviors
- Encouraging walking via programs and events
- Enforcing traffic laws that help people walk more safely
- Other:

4) Do you think the City should invest more to make walking safer?

- Yes, invest more in pedestrian safety projects.
- No, keep investment at the same level.
- No, reduce funding for pedestrian safety projects.
- I don't know

Comments:

5) How often do you walk outdoors for more than five minutes at a time?

- Every day
- Sometimes (at least once a week)
- Rarely (a few times per year)
- Never

6) How do you primarily get around in Saint Paul?

- By foot or wheelchair
- By bicycle
- By bus/light rail
- By car

7) What is your zip code?

8) Enter for Prize Drawing

Please enter your email address if you would like to be entered into a drawing for one of four \$50 Target gift cards.:

If you entered your email above, would you like to receive e-mail updates about the pedestrian plan?

Yes

No

9) Are there any other comments or ideas that you would like to share about walking in Saint Paul?

10) What is your age?

14 or under

15 to 24

25 to 44

45 to 64

65 and up

11) With which gender do you identify?

Female

Male

Not listed:

12) What is your household income?

(Combined incomes of everyone in the household that is over 15 and working)

\$0 to \$20,000

\$21,00 to \$50,000

\$51,000 to \$80,000

\$81,000 to \$120,000

\$121,000 or greater

13) With which race(s) do you identify? (Select all that apply)

American Indian/Alaska Native

Asian

Black/African American

Hispanic/Latino/Spanish

Native Hawaiian/Other Pacific Islander

White/Caucasian

Other

14) Do you live with a disability?

No

Yes (mobility related)

Yes (vision related)

Yes (hearing related)

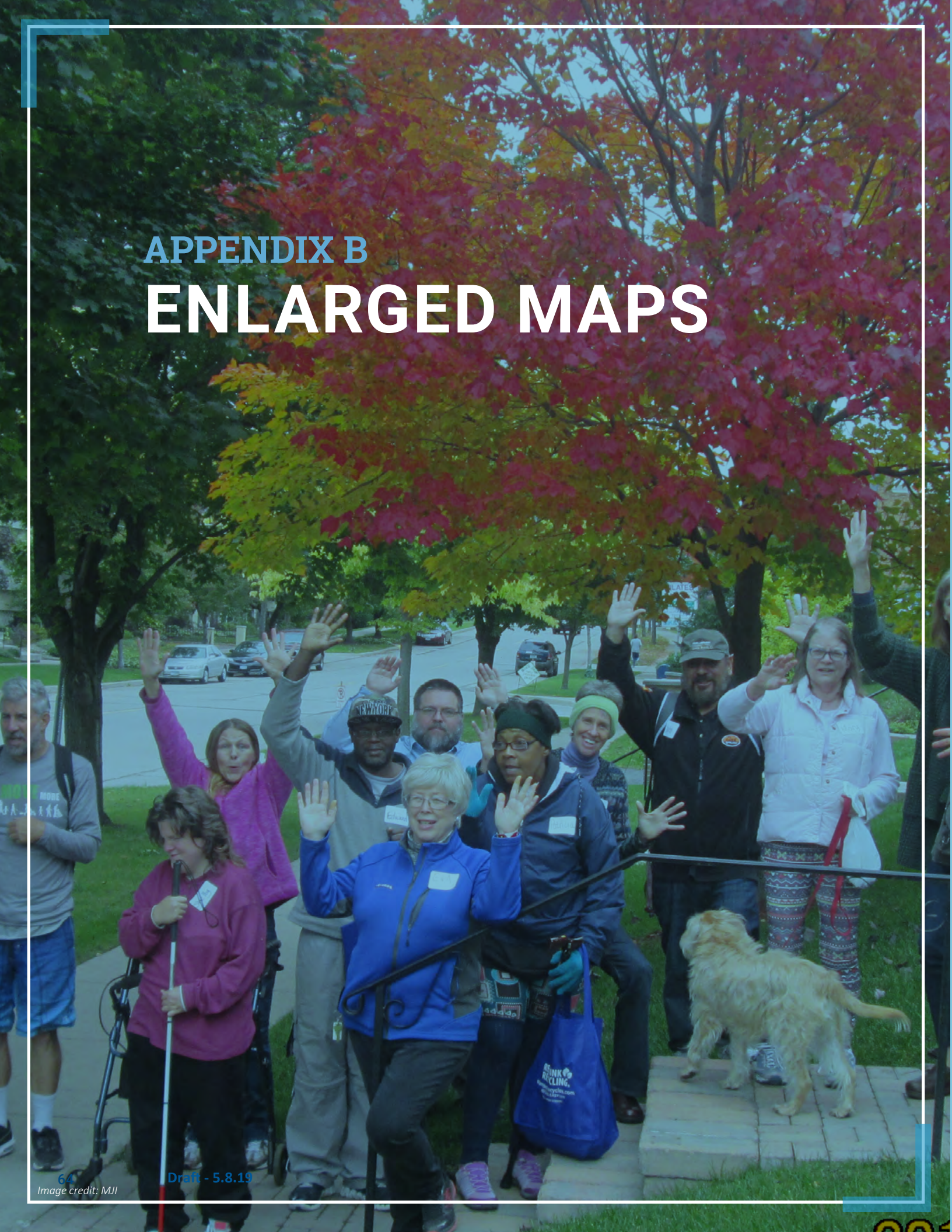
Yes (cognitive or intellectually-related)

Yes (other)



# APPENDIX B

# ENLARGED MAPS

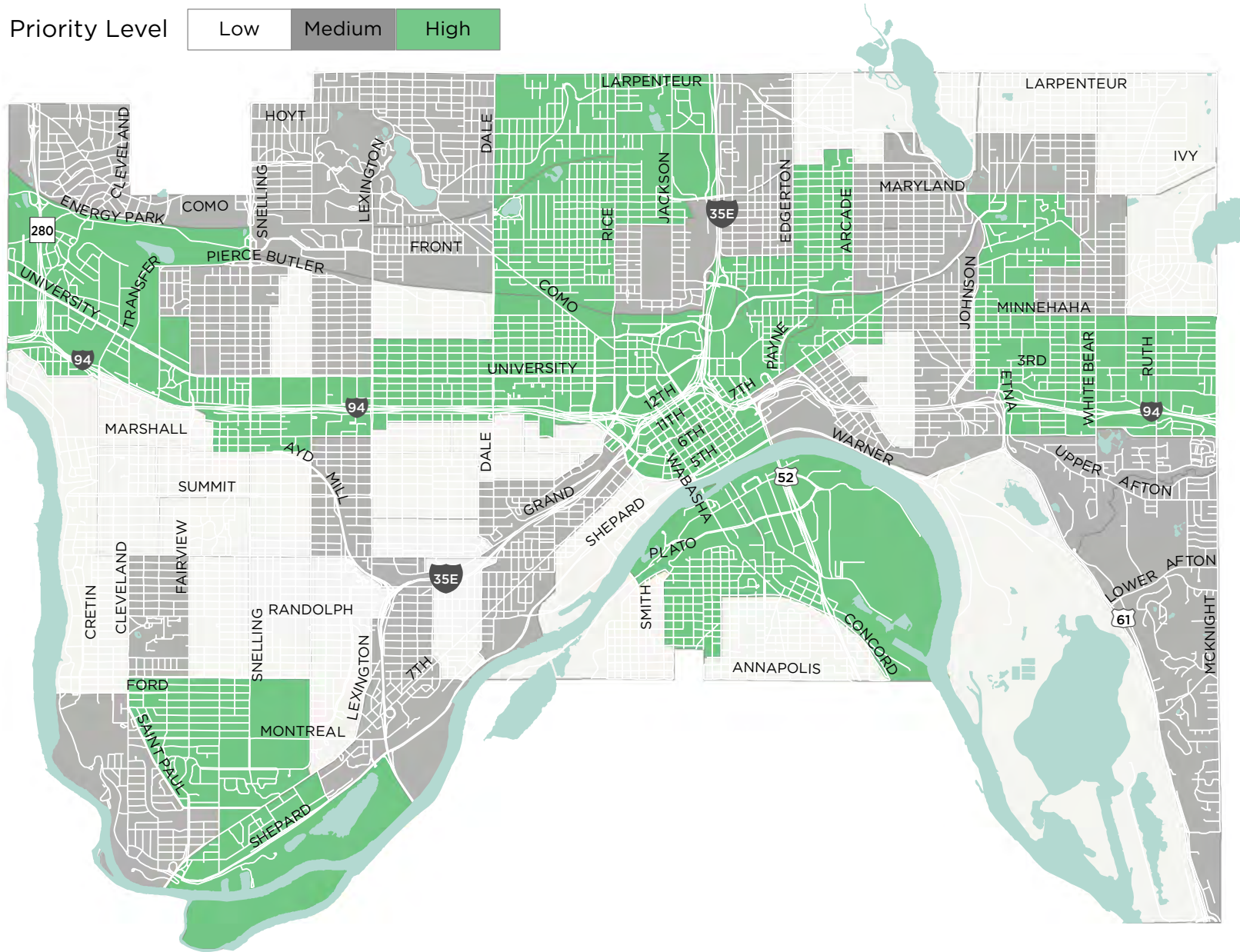


This section provides printable versions of key maps in the Saint Paul Pedestrian Plan, including Figures 1,4,7 and 8.

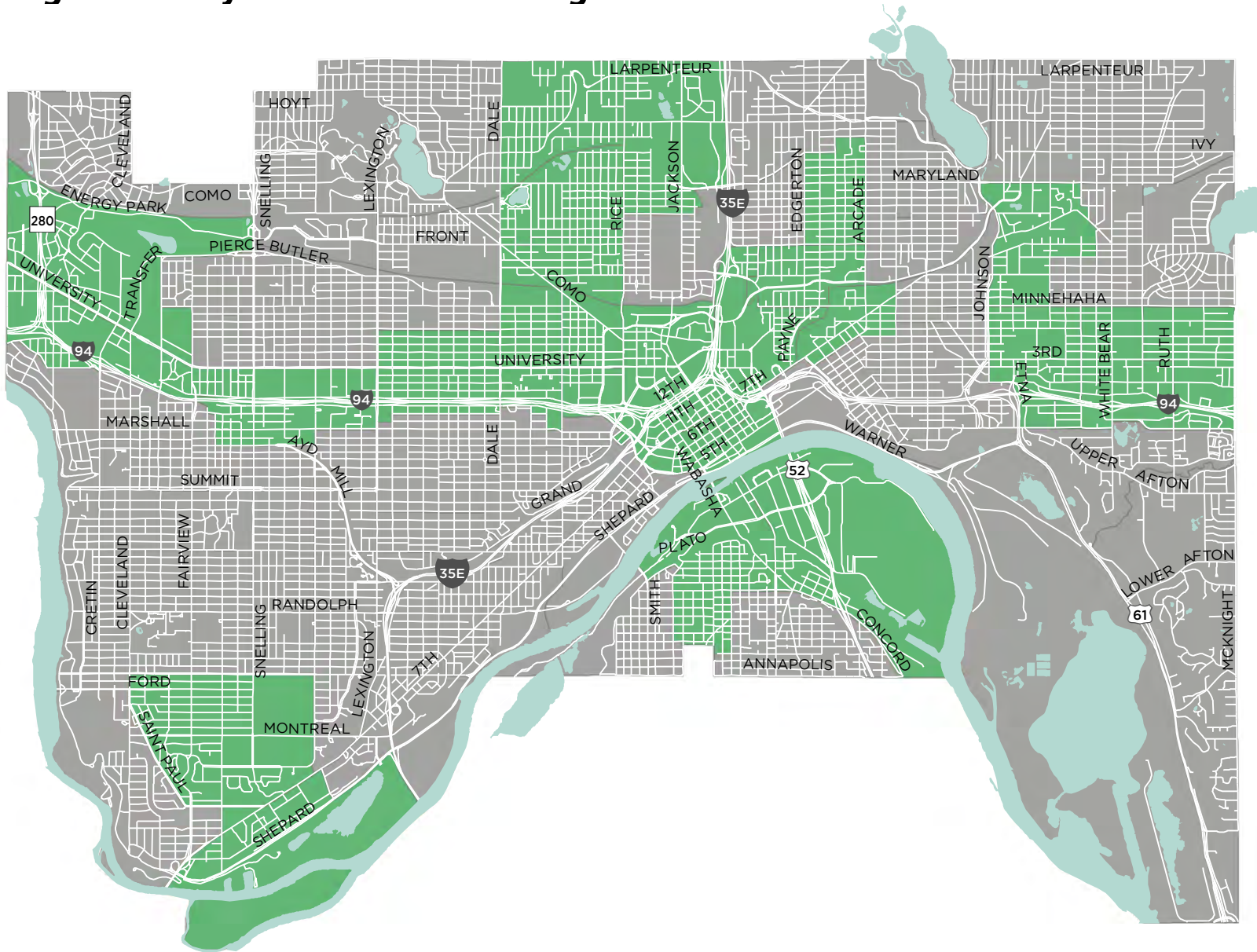


# Priority Areas for Walking Investments

Priority Level Low Medium High



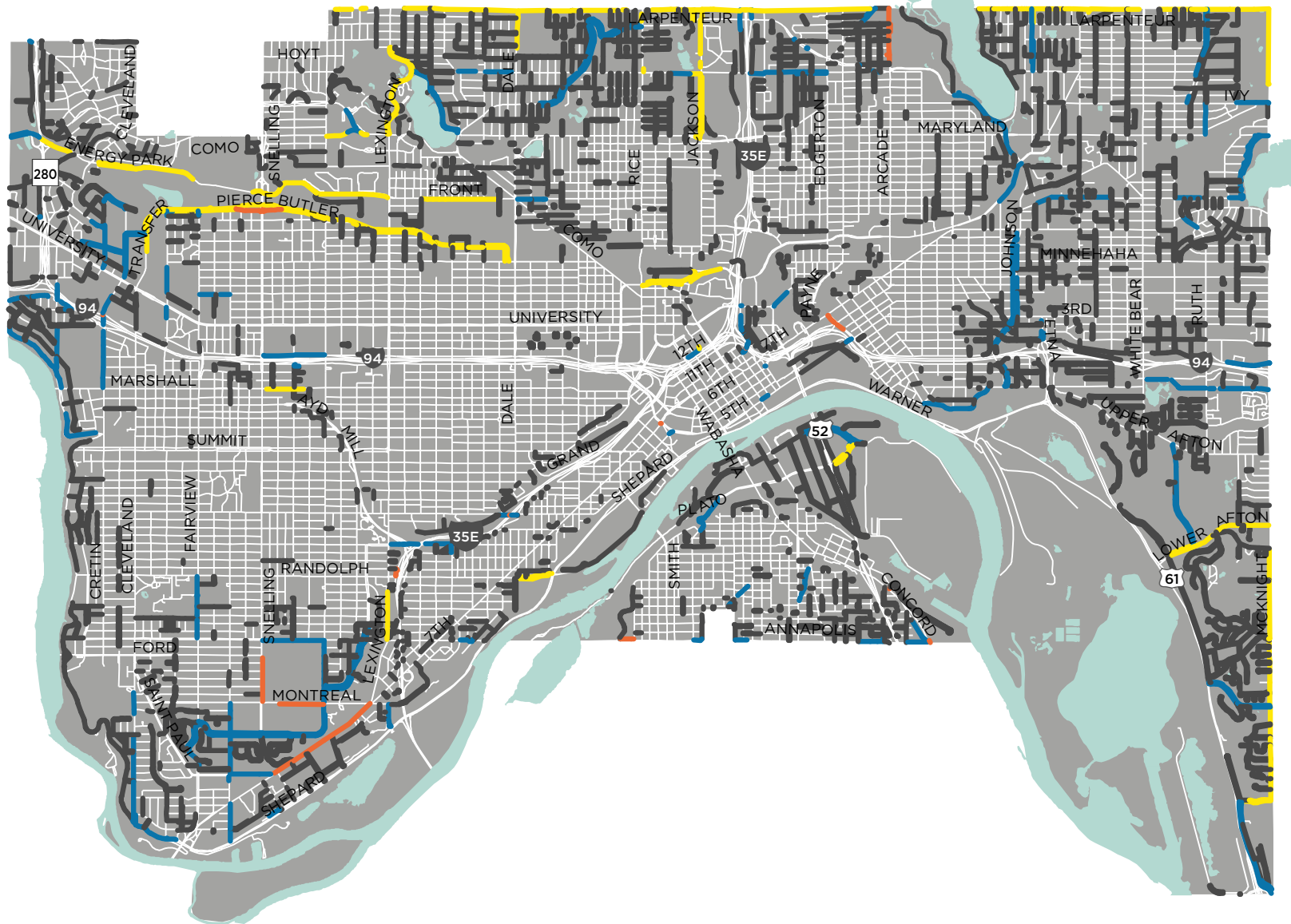
# High Priority Areas for Walking Investments





# All Sidewalk Gaps

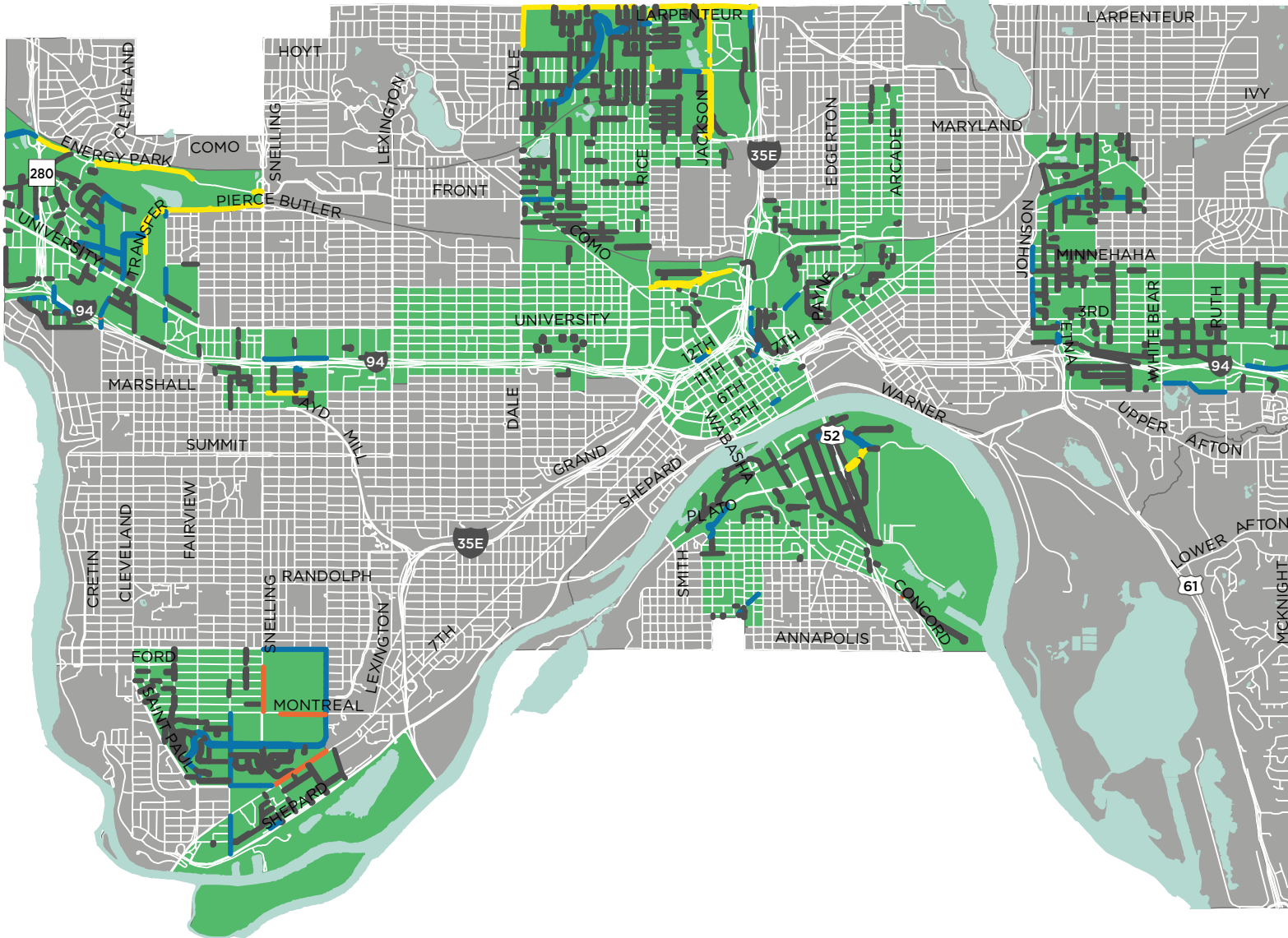
-  Gap on State Arterial/Collector
-  Gap on County Arterial/Collector
-  Gap on City Arterial/Collector
-  Gap on Local Street



# Sidewalk Gaps in High Priority Areas for Walking Investments

- Gap on State Arterial/Collector
- Gap on County Arterial/Collector
- Gap on City Arterial/Collector
- Gap on Local Street

Note: High Priority Areas for Walking Investments are shown in green.





APPENDIX C

# ACTIONS SUMMARY



The following tables combine all of the infrastructure and programs actions listed in the plan. The actions are organized by goal.

## Goal 1: Make Walking Safe for Everyone

Working towards the following strategies will help make walking safe for everyone:

- Reduce the number of pedestrian crashes and eliminate traffic-related fatalities and injuries
- Prioritize pedestrian safety in street design
- Teach and reinforce safe walking and driving behaviors
- Be proactive, consistent and transparent in installing prioritized pedestrian safety improvements at street crossings
- Improve peoples’ sense of personal safety by increasing the total number of people walking

Table 15. Actions supporting Goal 1

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
1-1. Plan, design, build and maintain the city’s transportation system in a way that prioritizes walking first, followed by bicycling and transit use and lastly other vehicles.		Saint Paul Public Works, in coordination with Ramsey County, MnDOT and Metro Transit		x		
1-2. Advocate for a statewide reduction in urban speed limits as part of the city’s legislative agenda.		Mayor’s Office, City Council	x			
1-3. Follow best practices for marking crosswalks. Convert crosswalks marked with parallel bars to high-visibility crossings to improve visibility of crosswalks. Whenever possible, use durable crosswalk marking materials.		Saint Paul Public Works			x	
1-4. Ensure visibility of pedestrian crossings. Review street lighting, sign placement, street furniture, bus shelters, foliage growth, and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.		Saint Paul Public Works	x			
1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	x	Saint Paul Public Works	x			

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
1-6. Reduce pedestrians' exposure to motor vehicles and lower street design speeds. Pursue changes in street designs that lower design speeds and reduce roadway crossing widths.		Saint Paul Public Works, in coordination with Ramsey County, and MnDOT		x		
1-7. Coordinate with transit providers and the Saint Paul Bicycle Plan to ensure pedestrian solutions complement bicycling and transit needs.		Saint Paul Public Works, in coordination with Metro Transit	x			
1-8. Develop a program to proactively implement infrastructure improvements in high crash risk locations. Conduct a Pedestrian Systemic Safety Analysis to identify the highest risk locations for pedestrian crashes. Develop a prioritized list of candidate pedestrian safety improvements on high-risk streets and a five-year plan for implementation.		Saint Paul Public Works		x		
1-9. Dedicate additional funding to improve pedestrian crossings in conformance with best practices and support on-going maintenance of these treatments.	x	Saint Paul Public Works, Mayor's Office, City Council		x		
1-10. Provide regular crossing opportunities on collector and arterial streets, prioritizing streets in High Priority Areas for Walking Investments.		Saint Paul Public Works, in coordination with Ramsey County and MnDOT		x		
1-11. Work with partners to support safe walking environments through initiatives like Crime Prevention through Environmental Design, lighting improvements, neighborhood walks, and trash cleanup.		Saint Paul Public Works	x	x	x	x
1-12. Identify resources to improve on-going maintenance of existing crossing facilities, including snow and ice removal at crossings, crosswalk markings and replacement of flexible bollards in temporary crossing improvements.		Saint Paul Public Works, Mayor's Office, City Council			x	
1-13. As new mobility options emerge, prioritize the safety and comfort of people walking when managing usage of and access to sidewalks, paths and curb space.		Saint Paul Public Works, in coordination with Ramsey County and MnDOT	x			
1-14. Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.	x	Saint Paul Public Works	x			

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
1-15. Continue to host officer-supported Stop for Me events and engage local media to raise community awareness of pedestrian and driver responsibilities under the state’s crosswalk law and encourage community member participation in events.		Saint Paul Police Department, in coordination with Saint Paul Public Works				x
1-16. Identify city resources to support Stop for Me that reduce reliance on external funding and allow greater flexibility in program activities.		Saint Paul Public Works, in coordination with the Mayor’s Office				x
1-17. Use Stop for Me to draw attention to new pedestrian crossing improvements (such as pedestrian-activated beacons or infrastructure funded through Safe Routes to School) and to emphasize specific times of year when pedestrian risks increase (such as back-to-school).		Saint Paul Public Works, in coordination with Saint Paul Police Department				x
1-18. Identify some sites each year for repeat Stop for Me events several times per season to sustain driver awareness of the crosswalk law. Pair these activities with enhanced engineering treatments where appropriate.		Saint Paul Public Works, in coordination with Saint Paul Police Department				x
1-19. Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.		Saint Paul Public Works				x
1-20. Continue to educate police officers on the importance of fully reporting the details of pedestrian-involved crashes so that Police and Public Works can better understand contributing factors.		Saint Paul Police Department, in coordination with Saint Paul Public Works				x
1-21. Encourage members of the public to report near-misses. Review the reporting process to ensure it is easy for members of the public to share information about near-misses and crashes.		Saint Paul Police Department, in coordination with Saint Paul Public Works				x
1-22. Continue to maintain statistics about traffic injuries that involve people walking and biking and share these with the public.		Saint Paul Police Department, in coordination with Saint Paul Public Works				x
1-23. Develop a school zone speed limit policy.		Saint Paul Public Works	x			
1-24. Develop a clear and transparent process for prioritizing implementation of Safe Routes to School infrastructure.		Saint Paul Public Works	x			



## Goal 2: Connect Vibrant Communities in All Parts of Saint Paul

The following strategies will help to connect the people and places that make up our community and make public spaces feel lively:

- Make walking a joyful experience that connects people with their community and with destinations
- Focus investments in places with the greatest needs to reduce disparities in accessible and safe walking environments
- Improve snow and ice removal so people of all ages and abilities can travel year-round
- Accelerate completion of the sidewalk network in areas where potential for use is highest
- Increase the rate of sidewalk and curb ramp reconstruction
- Maximize impact of existing public investments and pursue new opportunities to enhance walking
- Improve community health through increased rates of walking

Table 16. Actions supporting Goal 2

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
2-1. Design streets in accordance with Saint Paul’s Street Design Manual to promote a comfortable walking environment on all street types in Saint Paul.		Saint Paul Public Works		x		
2-2. Study alternative funding structures to construct new sidewalk that equitably distribute property assessment burdens.	x	Saint Paul Public Works, City Council	x			
2-3. Incorporate the presence of pedestrian needs into selection criteria for future Saint Paul Streets projects.		Saint Paul Public Works	x			
2-4. Require property owners to install sidewalk adjacent to all streets abutting properties undergoing site redevelopment.	x	Saint Paul Public Works, Saint Paul Department of Safety and Inspections, Saint Paul Planning and Economic Development	x			
2-5. Use High Priority Areas for Walking Investments to select areas for grant funding opportunities, such as Safe Routes to School, Metropolitan Council Regional Solicitation and Ramsey County partnerships.	x	Saint Paul Public Works		x		

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
2-6. Identify citywide sidewalk replacement needs and use High Priority Areas for Walking Investments to prioritize sidewalk replacement locations. Develop a dataset to identify and track sidewalk condition throughout the city.		Saint Paul Public Works		x		
2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.		Saint Paul Public Works, Mayor's Office, City Council				x
2-8. Develop a public awareness campaign to educate residents, businesses, and other property owners about the city snow removal ordinance and encourage people to report violations.	x	Saint Paul Public Works				x
2-9. Highlight snow removal responsibilities in all snow emergency communications.		Saint Paul Public Works				x
2-10. Communicate sidewalk maintenance responsibilities to adjacent property owners when new sidewalks are constructed.		Saint Paul Public Works				x
2-11. Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance.	x	Saint Paul Public Works, Saint Paul Department of Safety and Inspections				x
2-12. Explore ways to accelerate corner clearing after snowfalls, especially in High Priority Areas for Walking Investments.	x	Saint Paul Public Works			x	x
2-13. Evaluate existing resources and priorities for snow and ice removal across all city departments and identify potential modifications to enhance snow and ice removal of pedestrian facilities.		Saint Paul Public Works, in coordination with the Mayor's Office	x			x
2-14. Continue to allocate city funds on an annual basis to support implementation of infrastructure improvements near schools and to serve as local match for grant opportunities. Create a permanent Safe Routes to School planning and funding mechanism.		Saint Paul Public Works, Mayor's Office, City Council		x		

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
2-15. Use school demographic data and High Priority Areas for Walking Investments to prioritize schools for Safe Routes to School planning and infrastructure resources. Provide support to priority schools in completing Safe Routes to School plans.		Saint Paul Public Works in coordination with Saint Paul Public Schools	x			
2-16. Develop a city-wide Walking Routes for Youth map encompassing every school and publicize recommended walking and bicycling routes to school.		Saint Paul Public Works in coordination with Saint Paul Public Schools				x
2-17. Publicize the Paint the Pavement program to promote increased participation.		Saint Paul Public Works				x
2-18. Streamline the Paint the Pavement application process.		Saint Paul Public Works				x
2-19. Create Paint the Pavement media fact sheets and toolkits to help community members invite media coverage of project sites.		Saint Paul Public Works				x
2-20. Seek city funding for staff time and materials to implement Paint the Pavement projects.		Saint Paul Public Works, Mayor's Office, City Council				x
2-21. Inventory existing pedestrian and bicycle count sites to ensure appropriate geographic distribution.		Saint Paul Public Works				x
2-22. Continue existing partnerships and create new partnerships for pedestrian and bicycle data collection.		Saint Paul Public Works, in coordination with the National Park Service and Ramsey County				x
2-23. Create systems for pedestrian and bicycle data collection, including use of automated counting equipment.		Saint Paul Public Works			x	x
2-24. Pursue opportunities to enhance pedestrian connectivity in places where streets do not connect through natural features or across major pedestrian barriers.		Saint Paul Public Works		x		



## Goal 3: Get it Done

The following strategies will help us get to work achieving our vision:

- Spark a culture shift: everybody plays a part in making Saint Paul a safe and appealing place to walk
- Maximize impact within existing capital investments and pursue new funding sources
- Pursue opportunities for low-cost, interim solutions as well as creative maintenance solutions
- Communicate, coordinate and integrate activities across city departments and partner agencies
- Update the Pedestrian Plan every five years

Table 17. Actions supporting Goal 3

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
3-1. Pursue opportunities to install and maintain interim pedestrian crossing improvements using low-cost materials.		Saint Paul Public Works		x		
3-2. Review and update the Saint Paul Department of Public Works Temporary Pedestrian Access Route (TPAR) policy (originally adopted 2014) to define requirements for TPAR implementation and mandate use of best practices identified by Public Right-of-Way Accessibility Guidelines. Proactively inspect TPARs and enforce contractor compliance with city policy.	x	Saint Paul Public Works	x			
3-3. Maximize impact of capital projects through coordination with partner jurisdictions such as Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects.		Saint Paul Public Works, in coordination with Ramsey County, MnDOT and Metro Transit		x		
3-4. Request that Ramsey County and MnDOT review local cost participation policies in response to their adopted multimodal policy goals.		Saint Paul Public Works	x			
3-5. Designate a Safe Routes to School Coordinator to advance planning and identify infrastructure needs around schools. The SRTS Coordinator tasks may include facilitating across agency boundaries, monitoring and evaluating progress, helping schools apply for funding and reviewing school rezoning and siting requests.		Saint Paul Public Works and Saint Paul Public Schools				x

Actions	Top Near - Term Action	Responsible Entity	Policy	Capital Investments	Operations	Programs
3-6. Evaluate the impact of Stop for Me on driver awareness and citywide rates of drivers yielding to pedestrians.		Saint Paul Public Works, in coordination with Saint Paul Police Department				x
3-7. Evaluate Stop for Me’s impact through an equity lens, including reviewing how locations are selected, demographics of drivers stopped, demographics of drivers receiving warnings vs. citations and demographics of volunteers.		Saint Paul Public Works, in coordination with Saint Paul Police Department				x
3-8. Encourage and support SPPS in prioritizing and leading SRTS efforts by providing matching funding for SPPS investments in SRTS, providing communications support to SPPS and/or involving city staff in supporting events such as Walk to School Day.		Saint Paul Public Works in coordination with Saint Paul Public Schools				x
3-9. Facilitate close coordination among school district, city and county staff by continuing to host regular SRTS Steering Committee meetings. Engage the Saint Paul Planning Commission and Transportation Committee in SRTS and invite Committee members to join the SRTS Steering Committee.		Saint Paul Public Works in coordination with Saint Paul Public Schools and Ramsey County				x
3-10. Develop a program to implement and test pedestrian safety improvements before funding is available for permanent improvements. Involve schools and neighborhood residents in design and construction of projects.		Saint Paul Public Works in coordination with Saint Paul Public Schools				x
3-11. Increase opportunities for community collaboration on street design and implementation in partnership with Saint Paul District Councils and other interested organizations.		Saint Paul Public Works				x





APPENDIX D

# SIDEWALK GAP PRELIMINARY ANALYSIS



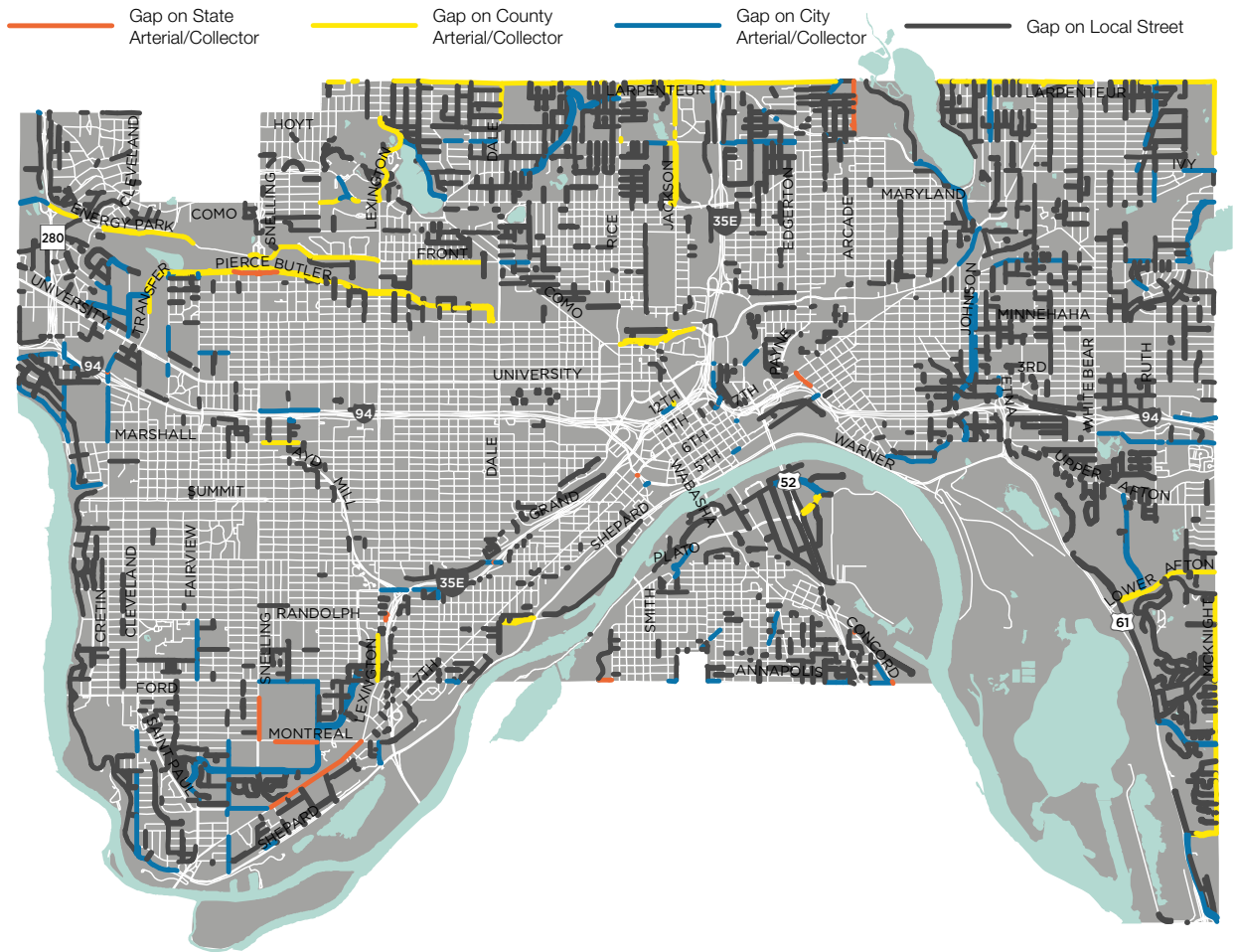


# Introduction

The following sections provide a preliminary analysis of the approximately 120 miles of sidewalk gaps that fall within High Priority Areas for Walking Investments. This is intended to help focus future analyses of sidewalk gap implementation strategies in locations that have the highest potential to impact on the plan's safety, equity, and connectivity goals. No specific sidewalk infill projects are proposed as part of this plan.

Figure 8 shows all 327 miles of sidewalk gaps in the City of Saint Paul.

Figure 8. All Sidewalk Gaps



# Sidewalk Gaps on Collector and Arterial Streets in High Priority Areas for Walking Investments

Sidewalk gaps in High Priority Areas for Walking Investments are highlighted in Figure 9. Tables 18-25 list all sidewalk gaps along collector and arterial streets in Saint Paul that fall within High Priority Areas for Walking Investments. In total, this list represents 20 miles of the 327 miles of identified sidewalk gaps in Saint Paul. Addressing sidewalk gaps in these locations is most likely to advance the safety and equity goals of the Pedestrian Plan. This list is a starting point to identify sidewalk gaps that could be considered as funding sources are available. This prioritization does not mean that the city will not work to address walking needs in low and medium priority areas as opportunities arise.

Sidewalk gaps on collector and arterial streets within High Priority Areas for Walking Investments are emphasized as a starting place to identify future projects that can fulfill the goals identified in this plan. However, the need for walking infrastructure in any specific location can change as the city develops. For example, new transitways and site redevelopment bring both increased demand for nearby walking facilities and great opportunity to address infrastructure needs in conjunction with other construction projects. Priorities to build out the sidewalk network should be responsive to these kinds of changes.

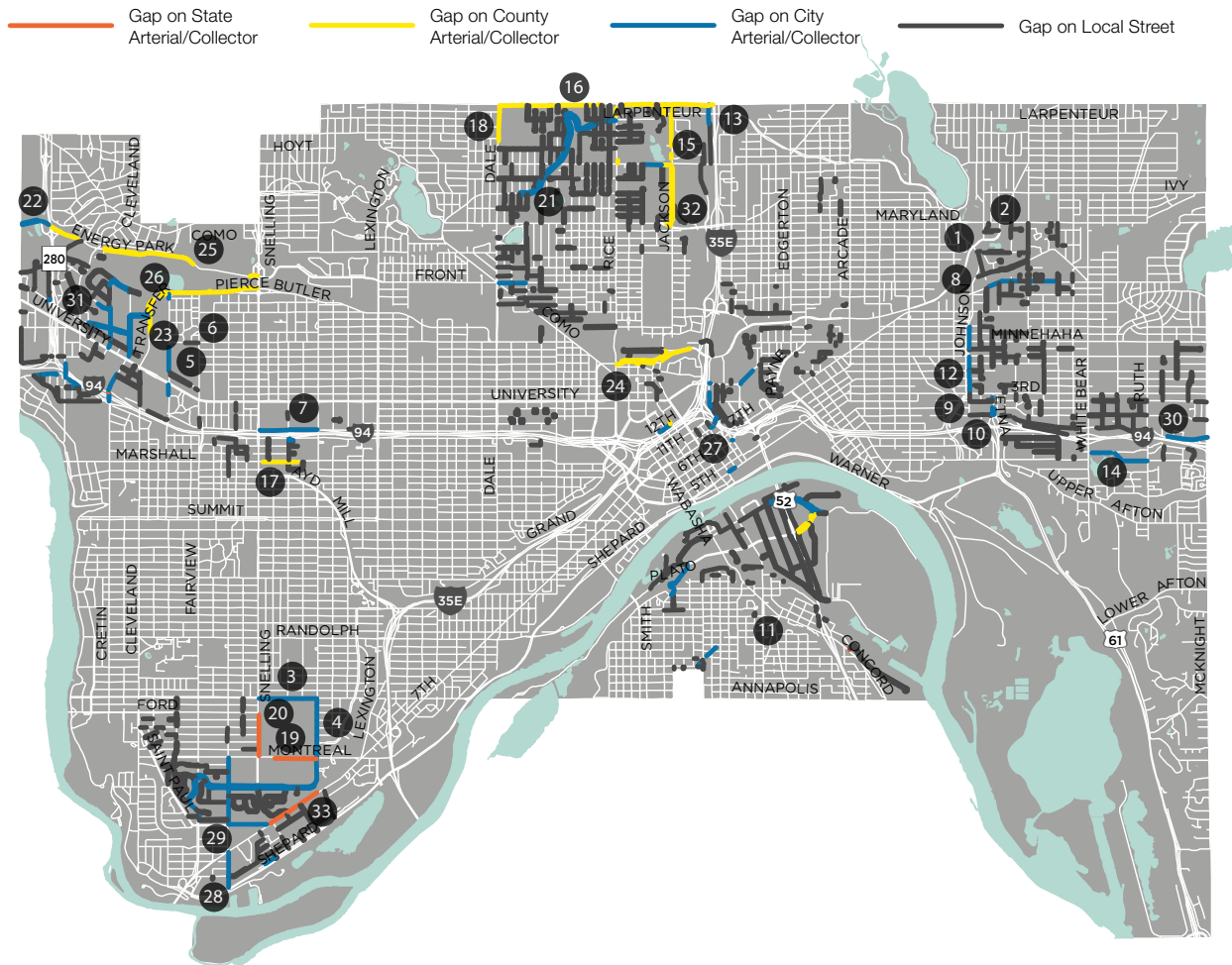
Sidewalk gaps are listed in three categories to describe how sidewalk infill might be implemented most feasibly:

- A. Stand-Alone Sidewalk Gaps on Collector and Arterial Streets  
These gaps are best-suited for stand-alone implementation.
- B. Gaps Along Planned Multi-Use Trails  
These gaps are in locations where multi-use trails serving both pedestrians and bicyclists are planned. Sidewalk infill in these areas should be planned in coordination with bikeway needs.
- C. Sidewalk Gaps to be Coordinated with Street Reconstruction, Redevelopment or Transitway Projects  
These gaps are in locations where steep slopes or limited right-of-way restrict the feasibility of sidewalk construction without significantly changing the design of the existing street or adjacent property. These changes are most cost-effective to implement in conjunction with other projects, such as road reconstruction, land redevelopment, or transitway development.

Within each category of sidewalk gaps, sidewalk gaps are separated by their jurisdiction under the City of Saint Paul, Ramsey County, or MnDOT. In the past, Ramsey County and MnDOT have shared funding responsibility for sidewalk gaps along county and state roads.

The tables describe each sidewalk gap's location, length, constructability and access to transit and nearby schools. The constructability rating was assigned by Saint Paul Public Works staff based on general estimates of existing conditions such as right-of-way availability and current conditions within the right-of-way like slopes, trees, railways and utility structures that impact construction costs. Constructability ratings range from 1 to 5, with gaps rated 1 as the easiest to construct and gaps rated 5 as having the most design constraints. A higher constructability rating does not mean a project is a lower priority, but it does provide an indication of future funding need. Nearby schools listed include those within a half mile of the sidewalk gap.

Figure 9. Sidewalk Gaps in High Priority Areas for Walking Investments



### Stand-Alone Sidewalk Gaps on Collector and Arterial Streets

Table 18. Stand-Alone Sidewalk Gaps on City Collector and Arterial Streets (4.5 miles)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
1	Front Avenue: Dale Street to Mackubin Street	0.2 miles	1	Yes	Crossroads Elementary School
2	Hazelwood Street: Maryland Avenue to Ames Avenue	0.3 miles	1	No	Cornerstone Elementary
3	Highland Parkway: Snelling Avenue to Hamline Avenue	0.5 miles	1	No	Highland Middle and High Schools
4	Hamline Avenue: Highland Parkway to Montreal Avenue	0.5 miles	1	No	Highland Middle and High Schools

Table 18. Stand-Alone Sidewalk Gaps on City Collector and Arterial Streets (continued)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
5	Prior Ave: University Avenue to Oakley Avenue	0.2 miles	1	Yes	Skills for Tomorrow Charter School, Jennings Community School, Avalon School
6	Minnehaha Avenue: Tatum Street to Fairview Avenue	0.1 miles	1	No	Skills for Tomorrow Charter School, Jennings Community School, Avalon School
7	St. Anthony Avenue: Pascal Street to Hamline Avenue	0.2 miles	1	No	Galtier Magnet School, Higher Ground Academy
8	Case Avenue: Clarence Street to Kennard Street	0.5 miles	2	No	L’Etoile du Nord Charter School, Parkway Montessori, Cornerstone Elementary, Academia Cezar Chavez
9	Etna north of Hwy 10	0.1 miles	3	No	St. Pascal Baylon Elementary, Nokomis Montessori, Harding Senior High
10	Old Hudson Road: Birmingham Street to White Bear Avenue	0.6 miles	3	No	St. Pascal Baylon Elementary, Nokomis Montessori, Harding Senior High
11	Dodd Road: Baker Street to Sidney Street	0.2 miles	4: Southern-most segment 2: Other segments	No	Cherokee Heights Elementary and Humboldt High School
12	Johnson Parkway: Bush Avenue to 3rd Street	0.4 miles	4	No	East St. Paul Lutheran School, L’Etoile du Nord Charter School, Parkway Montessori
13	L’Orient Street: Larpenteur Avenue to south of Wheelock Parkway	0.2 miles	5	No	Mississippi Creative Arts Magnet School



Table 18. Stand-Alone Sidewalk Gaps on City Collector and Arterial Streets (continued)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
14	Suburban Avenue: White Bear Avenue to Burns Avenue;  Burns Avenue: Suburban Avenue to Ruth Street	0.5 miles	Suburban: 4  Burns: 5	Yes	Battle Creek Middle School, Nokomis Montessori South, St. Pascal Baylon Elementary School

Table 19. Stand-Alone Sidewalk Gaps on County Collector and Arterial Streets (3.4 miles)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
15	Jackson Street: Larpenteur Avenue to Arlington Avenue	1.3 miles	3	Yes	Mississippi Creative Arts Magnet School
16	Larpenteur Avenue: Dale Street to I-35E	1.5 miles	3	Yes	Washington Technical High School, Mississippi Creative Arts Magnet School
17	Marshall Avenue: east of Snelling Avenue to west of Albert Street	0.3 miles	4	No	Concordia Universit, Higher Ground Academy
18	Dale Street: Nebraska Avenue to Larpenteur Avenue	0.3 miles	5	Yes	Maternity of Mary-St. Andrew

Table 20. Stand-Alone Sidewalk Gaps on State Collector and Arterial Streets (0.7 miles)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
19	Montreal Avenue: East of Snelling Avenue to Hamline Avenue	0.35 miles	1	No	Highland Middle and High Schools
20	Snelling Avenue: South of Ford Parkway to Montreal Avenue	0.35 miles	1	Yes	Highland Middle and High Schools

## Gaps Along Planned Multi-Use Trails

Table 21. Gaps on City Streets (3.1 miles)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
21	Wheelock Parkway: Danforth Street to Rice Street	2.4 miles	Identified in the Public Works Five-Year Plan 2019 and 2020	No	Washington Tech High School, Maternity of Mary-St. Andrew
22	Kasota Avenue: City line to Highway 280	0.4 miles	5	Yes	None
23	Ellis Avenue: Transfer Road to Vandalia Avenue	0.3 miles	5	No	None

Table 22. Gaps on County Roads (5.3 miles)

Ref. No.	Gap location	Gap length	Constructability	Transit Route?	Nearby Schools
24	Pennsylvania Avenue W: Rice Street to west of I-35E	1 mile	3	No	St. Paul City School
25	Energy Park Drive: Highway 280 to Snelling Avenue	2.4 miles	5	No	St. Anthony Park Elementary School
26	Transfer Road and Pierce Butler Route: north of University Avenue to Snelling Avenue	1.8 miles	5	No	Hamline Elementary School

## Sidewalk Gaps to be Coordinated with Street Reconstruction, Redevelopment or Transitway Projects

Table 23. Gaps on City Streets (1.7 miles)

Ref. No.	Gap location	Gap length	Transit Route?	Nearby Schools
27	Temperance Street: 10th Street E to 9th Street E	0.1 mile	No	Urban Academy Charter School, NISS: St. Paul Preparatory School
28	Davern Street: W 7th Street to Shepard Road	0.3 miles	Yes	None
29	St. Paul Avenue: Davern Street to W 7th Street	0.3 miles	Yes	Highland Middle and High Schools
30	Old Hudson Road: White Bear Avenue to McKnight Road	0.4 miles	No	St. Pascal Baylon Elementary, Nokomis Montessori South
31	Territorial Road from Seal Street to Vandalia Avenue	0.6 miles	No	Jennings Community Learning Center; High School for Recording Arts

Table 24. Gaps on County Roads (0.9 miles)

Ref. No.	Gap location	Gap length	Transit Route?	Nearby Schools
32	Jackson Street: Arlington Street to Maryland Avenue	0.9 miles	No	Saint Paul Music Academy, Mississippi Creative Magnet

Table 25. Gaps on State Roads (0.7 miles)

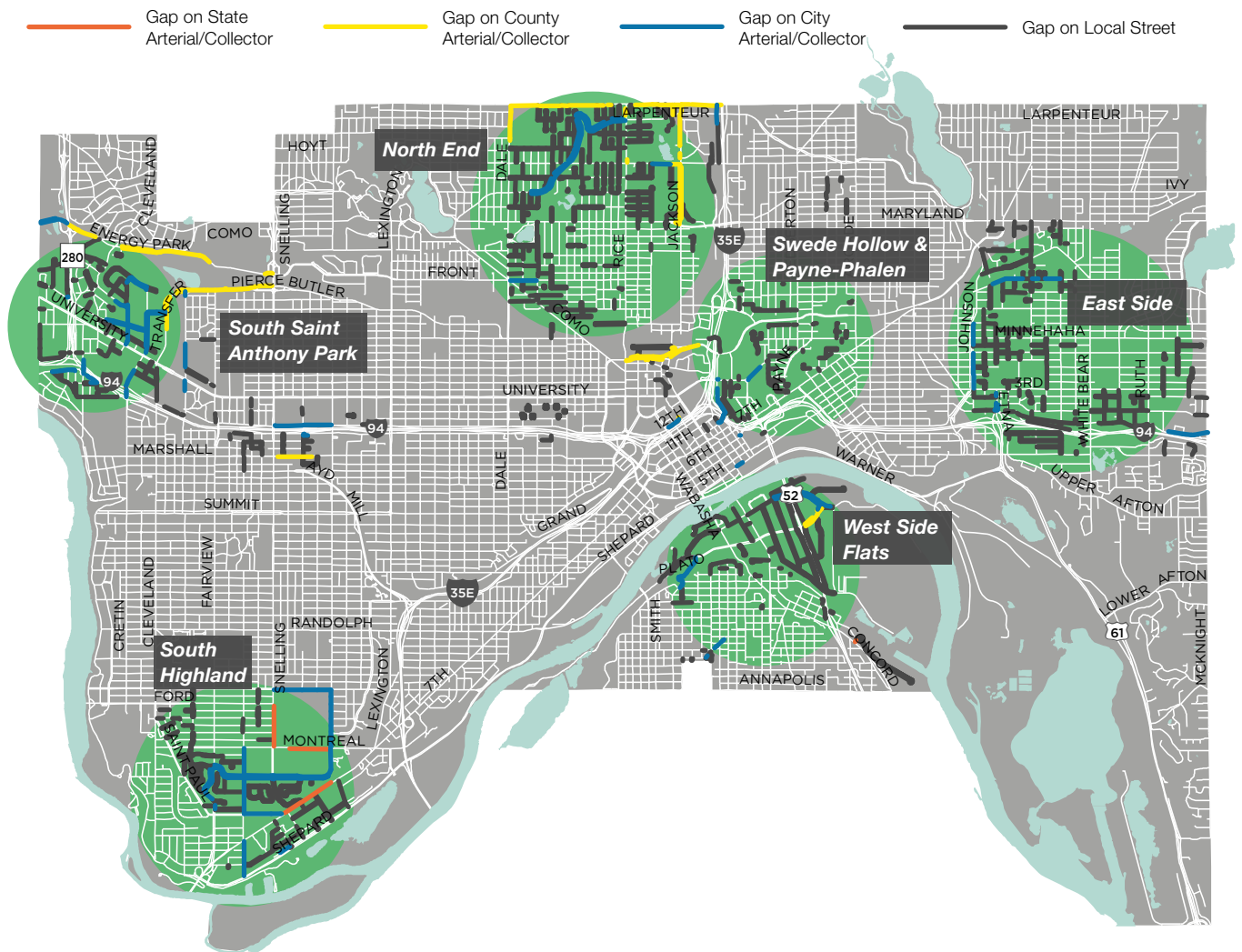
Ref. No.	Gap location	Gap length	Transit Route?	Nearby Schools
33	W 7th Street: St. Paul Avenue and Homer Street	0.7 miles	Yes	Highland Middle and High Schools

# Sidewalk Gaps on Local Streets in High Priority Areas for Walking

Sidewalk gaps on local streets tend to occur in clusters. Creating a connected walking network on these streets requires sidewalk construction on multiple streets; constructing sidewalk on any one street by itself would not substantially increase a neighborhood's connectivity. These local streets are best addressed as a group, rather than singly, to facilitate cost-effective construction.

Clusters of sidewalk gaps are most common in industrial neighborhoods and in post-1940s residential areas. Six clusters of sidewalks gaps are present in High Priority Areas for Walking Investment. Figure 10 above shows the locations of the six neighborhoods in High Priority Areas for Walking Investments with clusters of local sidewalk gaps.

Figure 10. Neighborhood Sidewalk Infill Clusters in High Priority Areas for Walking Investments





## South St. Anthony Park

Streets in South St. Anthony Park have historically served industrial land uses. Recent multi-family residential and mixed-used development is generating additional pedestrian traffic in the community. Key destinations for walking include the neighborhood nodes at both Raymond and Westgate Green Line stations. In total, there are approximately 16 miles of sidewalk gaps on local streets.

## North End

Many streets in the North End are without sidewalks, including both residential, commercial and industrial corridors. In addition, two rail corridors and Interstate 35E create barriers for walking and reduce the number of available routes to destinations in and around the North End. Meanwhile, many low-income residents in this community are dependent on walking. Key destinations include Washington Technology Magnet School, the Rice Street commercial corridor, Trout Brook Sanctuary and McDonough Homes. In total, there are approximately 36.6 miles of sidewalk gaps on local streets in this cluster.

## East Side

Much of this area includes auto-oriented residential and commercial uses developed after the 1940s. This area also includes several large-scale multi-family developments north of the Interstate 94 corridor. Harding High School, Phalen Village and future Gold Line Stations are key destinations for walking among this sidewalk gap cluster. In total, there are approximately 19.5 miles of sidewalk gaps on local streets in this cluster.

## Swede Hollow and Payne-Phalen

Freeway corridors (both Interstates 35 and 94) and topography create barriers for walking and divide neighborhoods around Swede Hollow and Payne-Phalen. Land uses are varied and diverse in these neighborhoods, including major institutions like Regions Hospital, the State of Minnesota Capitol Complex and commercial nodes along 7th Street and Payne Avenue. Other key destinations include Green Line stations, Mt. Airy Homes and the Eastside YMCA. In total, there are approximately 9 miles of sidewalk gaps on local streets in this cluster.

## South Highland

This area of South Highland includes many single-family properties and multi-family residential properties close to W. 7th Street, Cleveland Avenue and Saint Paul Avenue. Key walking needs in this area are connections among multi-family residences and destinations on W. 7th Street. In total, there are approximately 23.6 miles of sidewalk gaps on local streets in this cluster.

## West Side Flats

West Side Flats is a formerly industrial area transitioning to mixed use residential, office and commercial space. East of Robert Street, land is being redeveloped after extensive brownfield cleanup. Sidewalk is being added by developers as parcels redevelop. A key destination in this area is the Mississippi River Esplanade. In total, there are approximately 22.3 miles of sidewalk gaps on local streets in this cluster.